

CHINA



MAIL.

Established February, 1845,

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

VOL. XXXV. No. 5075. 號三十月十年九十七百八千一英

HONGKONG, MONDAY, OCTOBER 13, 1879.

日八十月八年卯己

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON:—F. ALGAR, 8, Clement's Lane, Lombard Street, GEORGE STREET & Co., 30, Cornhill, GORDON & GORCH, Ludgate Circus, E. C. BATES, HENRY & Co., 4, Old Jewry, E. C. SAMUEL DRACON & Co., 150 & 154, Leadenhall Street.

PARIS AND EUROPE:—LEON DE ROSEN, 19, Rue Monsieur, Paris.

NEW YORK:—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GORCH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally:—BRAM & BLACK, San Francisco.

SINGAPORE AND STRAITS:—SAYLE & Co., Square, Singapore. C. HENNINGSEN & Co., Manila.

CHINA:—MAGAO, MESSRS. A. A. DE MELO & Co., Svatow, CAMPBELL & Co., Amoy, WILSON, NICHOLLS & Co., Foochow, HEDON & Co., Shanghai, LANE, CRAWFORD & Co., and KREX & WALSH, Yokohama, LANE, CRAWFORD & Co.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, 5,000,000 Dollars.
RESERVE FUND, 1,400,000 Dollars.

COURT OF DIRECTORS.

Chairman—W. H. FORBES, Esq.
Deputy Chairman—Hon. W. KESWICK.
E. R. BELLIOS, Esq. WILHELM REINHOLD, Esq.
H. L. DALRYMPLE, Esq. F. D. SASSOON, Esq.
H. HOPKINS, Esq. W. S. YOUNG, Esq.
A. McIVER, Esq.

CHIEF MANAGER.

Hongkong, THOMAS JACKSON, Esq.
Shanghai, EWEN CAMERON, Esq.
LONDON BANKERS—London and Country Bank.

HONGKONG.

INTEREST ALLOWED.

ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

For Fixed Deposits:—
For 3 months, 3 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager.

Offices of the Corporation,
No. 1, Queen's Road East.
Hongkong, August 16, 1879.

NOTICE.

ORIENTAL BANK CORPORATION.

THE AGENCY of this BANK at Foo-chow will be CLOSED and WITHDRAWN from 1st July next.
CURRENT DEPOSIT ACCOUNTS and FIXED DEPOSIT RECEIPTS will be PAID there AT ONCE with INTEREST to Date, or transferred to this Branch at the Exchange of the Day at the option of the Customers.

GEO. O. SCOTT,
p. Manager.

Oriental Bank Corporation,
Hongkong, May 23, 1879.

COMPTOIR D'ESCOMPTE DE PARIS.

(Incorporated 7th & 18th March, 1848.)

RECOGNISED by the INTERNATIONAL CONVENTION of 30th April, 1862.

CAPITAL FULLY PAID-UP, £3,200,000.
RESERVE FUND, £900,000.

HEAD OFFICE—14, RUE BERGEB, PARIS.

AGENCIES and BRANCHES at:
LONDON, BOURBON, SAN FRANCISCO,
MARSEILLES, BOMBAY, HONGKONG,
LYONS, CALCUTTA, HANKOW,
NANTES, SHANGHAI, FOOCHOW.

LONDON BANKERS:
THE BANK OF ENGLAND.
THE UNION BANK OF LONDON.

The Hongkong Agency receives Fixed Deposits on Terms to be ascertained on application, grants Drafts and Credits on all parts of the World, and transacts every description of Banking Exchange Business.

E. G. VOUILLEMONT,
Manager, Shanghai.

Hongkong, May 20, 1879.

Banks.

ORIENTAL BANK CORPORATION.

(Incorporated by Royal Charter.)

PAID-UP CAPITAL, £1,500,000.

RATES OF INTEREST ALLOWED ON DEPOSITS.

At 3 months' notice 3 1/2 per Annum.
" 6 " " 4 " "
" 12 " " 5 " "
Current Accounts kept on Terms which may be learnt on application.

GEO. O. SCOTT,

Acting Manager.

Oriental Bank Corporation,
Hongkong, September 4, 1879.

CHARTERED MERCANTILE BANK OF INDIA, LONDON & CHINA.

(Incorporated by Royal Charter.)

THE following Rates of Interest are allowed on FIXED DEPOSITS:—

For 12 months, 5 per cent. per annum.
" 6 " 4 per cent. " "
" 3 " 3 per cent. " "
H. H. NELSON,
Manager.

Hongkong, May 31, 1879.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

CAPITAL, £800,000.
RESERVE FUND, £160,000.

BANKERS.

THE BANK OF ENGLAND.
THE CITY BANK.
THE NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH in Hongkong grants Drafts on London and the Chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange, and conducts all kinds of Banking and Exchange Business.

RATES OF INTEREST ALLOWED ON DEPOSITS.

ON CURRENT ACCOUNTS, 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS.
For 3 months, 3 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

NOTICE.

MR. ALEXANDER C. LEVISOHN retired from our Firm in Hongkong and China on the 31st of December last, and Mr. LORENZ POESNECKER was admitted a PARTNER therein on the same day.

Mr. JULIUS KRAMER has been authorized to Sign our Firm per Procuration at CANTON.

ARNHOLD, KARBURG & Co.
Hongkong, October 11, 1879. no11

Intimations.

HONGKONG ARTILLERY VOLUNTEERS.

ORDERLY ROOM, 11th Oct. 1879.
RECRUIT and M. L. GUN DRILL at MURRAY BATTERY on TUESDAYS, at 5.15 p.m., at which all MEMBERS who have not passed these DRILLS are requested to attend.

FIELD GUN DRILL at the NORTH BARRACKS on THURSDAYS, at 5.15 p.m.

A. COXON,
Captain-Commandant H. K. A. V.

IMPERIAL MARITIME CUSTOMS.

CONTRACT FOR THE SUPPLY OF LIGHT-HOUSE OIL.

SEALED TENDERS will be Received at this Office till 1st December next, for the SUPPLY of 4,000 IMPERIAL Gallons PEANUT OIL for use at the LIGHT-HOUSES in the Southern Division of CHINA, for the Year 1880. Printed forms of Tender can be obtained on application at this Office.

The Oil to be perfectly Pure and Unmixed, of the best Quality and Colour, free from Sediment, and to be delivered at the Customs Godowns, AMOY, in the following Quantities, viz:—
2,000 Gallons on or before 31st December next.
2,000 Gallons on or before 1st July, 1880.

The Oil will be measured as delivered, and each Tender must be accompanied by a Sample in a clear Glass Bottle of not less quantity than half a Pint.

No Tender will be accepted on any other form than that issued from this Office. The Commissioner does not pledge himself to accept the lowest or any Tender.

H. E. HOBSON,
Commissioner of Customs.

OVERSEA HOUSE,
Amoy, 8th October, 1879. cc16

For Sale.

FOR SALE,

EX RECENT ARRIVALS.

DEVOS' NONPAREIL KEROSENE OIL (Certified 150° Fire Test).
The New STUDENTS' READING LAMPS for Nonpareil Kerosene, (are perfectly Safe and give a Light equal to, but more mellow than Gas).
AMERICAN FLOOR OIL-CLOTH in New Patterns.

LIGNUM, the New FLOOR-CLOTH for Halls and surrounding Billiard Tables.
Royal INSH CONSTABULARY REVOLVERS.
COLT'S POCKET DERRINGER PISTOLS.
AMERICAN DINING-ROOM CHAIRS.
PERAMBULATORS. RIDING and DRIVING WHIPS.

BRIDLES. GARDENING TOOLS.
HORSE CLIPPERS. GUMSHAW TEA.
TODDY KETTLES. RUG STRAPS.
LAWN TENNIS SETS. PAINT BOXES.
PENKNIVES. RAZORS. SCISSORS.

SPONGES. PLAYING CARDS. PERFUMERY.
CHUBB'S CASH BOXES. NEW MEERSCHAUMS.
Well-Seasoned MANILA CIGARS and CHEROOTS.
UNDERSHIRTS and ASSORTED HOSIERY.
VEGETABLE, FLOWER and LAWN GRASS SEEDS.

New SCARFS, TIES, BRACES, &c.
WALKING STICKS and UMBRELLAS.
GOLDEN GATE BAKER'S EXTRA FLOUR.
Fresh HAMS and CHEESE. New HATS.
COIR DOOR MATS.

LANE, CRAWFORD & Co. nol

Hongkong, October 1, 1879.

ROSE AND COMPANY, 31 & 33, QUEEN'S ROAD,

HAVE Received per FRENCH and ENGLISH MAILS, GLENHARN, &c., &c., Their New GOODS for the SEASON, Comprising:—

BLACK SILKS. COLORED SILKS.
BLACK SATINS. COLORED SATINS.
BLACK CASHMERE. BLACK ALPACAS.
Colored FRENCH MERINOS in all the New Shades.
The New ATTALIA CLOTH, &c., &c.

The New CRETONNES. Toilet COVERS.
Toilet QUILTS, Turkish TOWELS, &c., &c.
The New "BRILLIANT" LADIES' HOSE in PINKS, SKYS, NAVYS, and CARDINALS and in all Sizes.

CHILDREN'S SOCKS in great variety.
PARIS KID GLOVES in 2, 4 and 6 Buttons.
Black and Colored SILK GLOVES in 2 and 4 Buttons.
Piece VELVETS, in Black and all new Colors.
New Millinery SILKS, LACES, RIBBONS, FEATHERS, &c., &c.
The Latest Novelties in LISSE and MUSLIN PLAITINGS.

Gentlemen's New Designs in COLLARS and CUFFS.
SHIRTS with and without Collars attached.
UNDER-VESTS and PANTS.
All the new Styles in TIES, SCARVES, &c., &c.
Gentlemen's Russian Calf and Kid GLOVES.
Silk SOCKS. Cotton, Merino and Cashmere.
SOAPS and PERFUMERY.

Black FELT HATS.
Ladies' and Gentlemen's UMBRELLAS, in all the Latest Novelties.
Children's BOOTS and SHOES, in Great Variety.
The New FRINGES as now worn.
BRAIDS and TRIMMINGS of every Description.
MILLINERY and DRESS-MAKING.

NOTE the ADDRESS—ROSE AND COMPANY,
31 & 33, QUEEN'S ROAD,
(Formerly next Door to the Hongkong Hotel).

Hongkong, October 4, 1879. cc18

Intimations.

UNION INSURANCE SOCIETY OF CANTON.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the Ordinary Yearly MEETING of the SHAREHOLDERS of the SOCIETY will be held at its HEAD OFFICE, Hongkong, on MONDAY, the 27th Instant, at 3 o'clock p.m., for the Purpose of Receiving the Report of the Directors together with Statements of Accounts for the Year 1878, and for the Half-year ending 30th June, 1879.

The Transfer BOOKS of the Society will be CLOSED from the 17th to the 27th Instant, both days inclusive.

By Order of the Board,
N. J. EDE,
Secretary.

Hongkong, October 11, 1879. cc27

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

ON and after MONDAY Next, the 13th Instant, the NIGHT-BOAT will leave HONGKONG at 5.30 p.m., and CANTON at 5 p.m.

By Order,
P. A. DA COSTA,
Secretary.

Hongkong, October 10, 1879. cc14

F. VINCENT, WINE, SPIRIT, AND PROVISION MERCHANT, AND STOREKEEPER, HONGKONG.

BEGS to inform his Patrons and the Public generally that he has received a Large Assortment of FRENCH WINES, LIQUORS, SPIRITS, and STORES of the BEST QUALITY (French Produce).

N.B.—F. V. is ready to supply at any of the Coast Ports, as well as in Hongkong, any quantity that may be required to suit Purchasers.

F. VINCENT,
No. 4, Peel Street.
Hongkong, October 10, 1879. nol0

Intimations.

CANTON INSURANCE OFFICE.

NOTICE is hereby given that the Ordinary General MEETING of SHAREHOLDERS in the above OFFICE will be held at the OFFICE of the Undersigned, No. 7, QUEEN'S ROAD, on TUESDAY, the 21st Instant, at 3 p.m.

JARDINE, MATHESON & Co.,
General Agents,
Canton Insurance Office.

Hongkong, October 11, 1879. cc21

Shipping.

Steamers.

OCCIDENTAL & ORIENTAL S. S. COMPANY.

NOTICE.

The Steamship "OCEANIC,"
Captain J. METCALFE, will be despatched hence for LONDON via SUEZ CANAL on or about October 20th, 1879.

FIRST-CLASS FARE to LONDON, \$300.
For Freight or Passage, apply to the AGENT of the Company, No. 37, Queen's Road Central.

H. M. BLANCHARD,
Acting Agent.
Hongkong, August 22, 1879.

AUSTRALASIAN STEAM NAVIGATION COMPANY.

FOR PORT DARWIN, COOKTOWN, SYDNEY & MELBOURNE,
Taking Cargo and Passengers at through rates for all Australasian and New Zealand Ports.

TASMANIA, NEW CALEDONIA & FIJI.
The Company's Steamer "OCEAN,"
H. WEBSTER, Commander, will be despatched as above on or about the 25th Instant.

For Freight or Passage, apply to
GEO. R. STEVENS & Co.
Hongkong, October 1, 1879.

Shipping.

Steamers.

FOR SWATOW, AMOY & FOOCHOW.

The Steamship "DOUGLAS,"
Capt. YOUNG, will be despatched for the above Ports on WEDNESDAY, the 15th Inst., at Day-light.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.
Hongkong, October 11, 1879. cc15

SHIRE LINE OF STEAMERS.

FOR YOKOHAMA AND HIOGO.

The Steamship "RADNORSHIRE,"
expected here on or about the 10th Instant, will have immediate despatch for the above Ports.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, October 4, 1879.

CASTLE LINE OF STEAMERS.

FOR SHANGHAI.

The Steamship "BRAEMAR CASTLE,"
Thomson, Commander, expected here on or about the 11th Instant, will have immediate despatch for the above Port.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, October 4, 1879.

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.

(Taking Cargo and Passengers at through rates for HANKOW and Ports on the YANGTZE.)
The Company's Steamship "ACAMENON,"
Captain T. WILDING, will be despatched on or about the 16th Instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, October 9, 1879.

FOR SINGAPORE, PENANG AND CALCUTTA.

The Steamship "MORAY,"
Captain BUTCHER, Comm., will be despatched for the above Ports on THURSDAY, the 16th Inst., at 3 p.m.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.
Hongkong, October 8, 1879. cc16

FOR SINGAPORE, PENANG AND CALCUTTA.

The Steamship "ARATON APOAR,"
Captain A. B. MACRAVINE, will be despatched for the above Ports on THURSDAY, the 16th Inst., at 3 p.m.

For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, October 8, 1879. cc16

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Company's Steamship "DEUCLLON,"
Capt. R. J. BROWN, will be despatched on or about the 26th Instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, October 1, 1879.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Company's Steamship "VOLGA,"
Commandant GUIRAUD, will be despatched for YOKOHAMA shortly after the arrival of the next French Mail from Europe.

G. DE CHAMPEAUX,
Agent.
Hongkong, October 7, 1879.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Company's Steamship "ATA,"
Commandant ROLLAND, will be despatched for SHANGHAI shortly after her arrival from Europe.

G. DE CHAMPEAUX,
Agent.
Hongkong, October 7, 1879.

Shipping.

Steamers.

FOR SHANGHAI.

The Steamship "HAKON ADELSTEN,"
Captain BRUGH, will have immediate despatch as above.

For Freight or Passage, apply to
SIEMSEN & Co.,
Agents.
Hongkong, October 8, 1879.

Sailing Vessels.

FOR NEW YORK.

The A 1 British Bark "GLAMORGANSHIRE,"
ANGAR, Master, will load here for the above Port; and will have quick despatch.

For Freight, apply to
VOGEL & Co.
Hongkong, September 25, 1879.

FOR HAMBURG.

The A 1 German Bark "HANS,"
Le MOUET, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
VOGEL & Co.
Hongkong, September 25, 1879.

FOR SAN FRANCISCO.

The A 1 British Ship "ALEXANDER YEATS,"
Capt. DUNHAM, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.
Hongkong, September 19, 1879.

FOR NEW YORK.

The A 1 American Bark "EXCELSIOR,"
Captain EDDY, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.
Hongkong, September 19, 1879.

FOR HAMBURG.

The A 1 German Bark "TRITON,"
KALLSEN, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
VOGEL & Co.
Hongkong, September 3, 1879.

FOR LONDON.

The A 1 British Bark "TOOWOMBA,"
KREPATSIK, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
VOGEL & Co.
Hongkong, September 3, 1879.

FOR NEW YORK.

The A 1 American Bark "ADELAIDE NORRIS,"
W. A. WOODWARD, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
VOGEL & Co.
Hongkong, August 20, 1879.

FOR SAN FRANCISCO.

The A 1 American Bark "ANTOCH,"
A. WEEKS, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
VOGEL & Co.
Hongkong, August 20, 1879.

FOR NEW YORK.

The A 1 American Bark "F. P. LITCHFIELD,"
Captain SPALDING, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.
Hongkong, August 8, 1879.

FOR LONDON.

The 3/3 L.L.L. Russian Bark "KALAJA,"
J. ROSS, Master, will load here for the above Port, and will have quick despatch.

<

For Sale.

MacEwen, FRICKEL & Co.,
13 QUEEN'S ROAD, AND 22 PRAYA,
Beg to direct special attention to their well
selected Stock of
WINES, SPIRITS, &c.

**CUTLER PALMER & Co.'s "CARTE
BLANCHE."**
HEIDSIC & Co.'s MONOPOLE,
Pints and Quarts.

**A DOLPHE COLLIN'S BOUZY
CABINET.**
**MUMM'S (JULES) CHAM-
PAGNE,** Pints and Quarts.

**POMMERY
AND
GRENOS CHAMPAGNE.**
**NEYN'S (BODEN)
BOUZY,** Pts. & Qts.

EXTRA SEC, Quarts.
CHARLES HEIDSIECK'S WHITE SEAL,
Pints and Quarts.
VEUVE CLICQUOT PONSARDIN, Pints
and Quarts.
**THEOPHILE RONDORP & Co.'s VER-
ZENAY MOUSSEUX,** Pts. & Qts.
KRUE'S CHAMPAGNE, Pints and Quarts.
MacEwen, FRICKEL & Co.

**CUTLER PALMER & Co.'s CHA-
TEAU MOUTON.**

LORMONT, Pints

AND Quarts.

RAUZAN (CHATEAU), Pints and Quarts.

HERMITAGE LUDON.

THIBCEUF (CHATEAU), Pints & Quarts.

**CHATEAU LAROSE (CURCIEUR AND
ADET'S),** Pints and Quarts.

CHATEAU LAFITE, Pints & Quarts.

JES GRAVES, Pints and Quarts.

BREAKFAST CLARET, Pts. & Qts.

OLD INVALID CLARET.

ST. JULIEN, &c., &c.

BREAKFAST CLARET.

MacEwen, FRICKEL & Co.

**BURGANDY, HOCK, SHERRIES,
&c.**

**Cham-
berlin, Chablis
(White), Liebfraumilch,
Hockheimer, Niersteiner,
Steinberger Cabinet, Rudesheimer
Berg, Konin Victoria Berg, Cha-
teau Yquem, Grand vin, Haut Sautesne,
Marzala, Saccane's Pale Dry White
Seal Sherry, Yellow Seal Amont-
illado Sherry, Cutler Palmer
and Co.'s Sherry, In-
valid Port (1848),
Hunt's Port.**

MacEwen, FRICKEL & Co.

**BRANDY, WHISKY, LIQUEURS,
&c.**

**1, 2
and 3 star
HENNESSY'S
BRANDY, LA
GRANDE MARQUE
BRANDY, CUTLER
PALMER & Co.'s BRANDY,
ROUYER GUILLET & Co.'s
BRANDY, 1 to 4 stars, Finest
Old Bourbon WHISKY, highly
recommended, KINAHAN'S LL Irish
WHISKY, JAMESON'S Irish WHISKY,
Royal GLENDE WHISKY, AVH GIN,
SWAIN'S BOORD and Co.'s OLD TOM
GIN, LA GRANDE CHARTREUSE,
Green and Yellow; MARAS-
CHINO DE ZARA, CURA-
CAO, Pints and Quarts;
ANGOSTURA,
BOKER'S and
ORANGE
BITTERS,
&c., &c., &c.**

MacEwen, FRICKEL & Co.

**BASS' ALE bottled by CAMERON &
SAUNDERS, Pints and Quarts.**

**GUINNESS'S STOUT bottled by E.
& J. BURKE, Pints and Quarts.**

**PILSNER & ST. PAUL BEER in
Quarts.**

**DRAUGHT ALE and PORTER, by
the Gallon.**

**Fine ALE bottled by MacE. F. & Co.
ALE and PORTER in Bulk, (Hops &
KILDERKING).**

MacEwen, FRICKEL & Co.

BEATED WATERS.

SODA WATER,

LEMONADE,

TONIC WATER,

SARSAPARILLA,

&c., &c., &c.

**The
Finest Stock
of CIGARS; CAVITE
CHEROOTS, PRINCESA
CHEROOTS, PRINCESA CIGARS,
AROCEROS, VEGUROS, &c., &c.
All Specially Selected. CABLE COIL
TOBACCO (Very Fine), EM-
PRESS OF INDIA,
AND BEST
NAVY.**

MacEwen, FRICKEL & Co.

**GROSSE & BLACKWELL'S,
MOIR'S, AND
AMERICAN HOUSEHOLD STORES,
SHIPS' STORES of every Description,
HEMP, and COTTON, CANVAS,
RUSSIAN, MANILA, and WIRE ROPE,
SAIL-MAKING, and RIGGING promptly
executed.**

MacEwen, FRICKEL & Co.

Hongkong, September 20, 1879.

Auctions.

PUBLIC AUCTION.
GENERAL WEEKLY SALE.

TUESDAY,
the 14th October, at Noon, at his Auction
Sales Rooms, Peddar's Wharf,—
4 bales 7-lb. GREEN BLANKETS.

1 case All Wool Striped Fancy Flannels.

Scarlet, Pink and White Flannel,
Woolen Scarves, Woolen Mitts, Tweeds,
Doekins, Grey Meltons, Cloth, etc., etc.

200 doz. White Huckaback Towels.

25 doz. Merino Undershirts.

50 doz. White Cotton Socks.

Kerosine Hanging Lamps, Wall
Lamps, etc., etc.

40 drums Hubbard's Pale Boiled Lin-
seed Oil.

20 drums Hubbard's Turpentine.

20 coils Hoth's Russian Rope, 2 to 3
inches.

120 drums English Paints, assorted
colors.

50 cases Board's Old Tom.

Brandy, LL Whisky, AVH Gin,
Claret, etc., etc.

23 cases Champagne, Sillery Mous-
seux.

50 boxes Sperm Candles.

Morton's Oilman's Stores.

Brown Windsor and Fancy Toilet
Soap.

Toys, Flower Pots, Fancy Porcelain
Ware.

200 doz. Liqueur Glasses.

Revolvers and Cartridges.

25 cases pts. Norwegian Beer, Chris-
tiana Brewery, 6 doz. each.

And a Variety of Other GOODS.

TERMS.—Cash on delivery.

G. R. LAMMERT,
Auctioneer.

Hongkong, Oct. 11, 1879. oc14

PUBLIC AUCTION.

TUESDAY,
the 4th of November next,
(Unless previously disposed of by Private
Contract.)

The British Barque

"**CHOCOLA**,"

as she now lies at Anchor off YOW-MAH-
TEE. She was built of Oak and Elm at
NANTES in 1868, and is well and favor-
ably known on this Coast. She is well
found in Sails and Gear generally, has 2
BOWER ANCHORS, each with 100 fathoms
Cable; also 1 SPARE ANCHOR and 2
KEDGES. She has been recently opened
for survey, and is still open for inspec-
tion.

For further particulars, apply to
Messrs ADAMSON, BELL & Co., or to the
Auctioneers.

TERMS OF SALE.—As customary.

HUGHES & LEGGE,
Auctioneers.

Hongkong, Oct. 11, 1879. not

PUBLIC AUCTION.

**TO BE SOLD BY PUBLIC AUC-
TION,** shortly, on a day to be
hereafter named, unless previously dis-
posed of by private contract,—
THE HONGKONG DISTILLERY.

Situate at East Point, Hongkong, now
in Complete Working Order, and Cap-
able of Distilling upwards of 2,000
Gallons daily. The Property is of a most
valuable nature, comprising THREE
PIECES OF GROUND close to the
water, viz.:—Inland Lots Nos. 749, 781
and 782, with the Substantially Built
DWELLING HOUSE and BUSINESS PRE-
MISES, erected specially for the purpose
only a few years since, together with the
MACHINERY, ENGINES, STILLS, VATS,
STOCK, and TRADE FURNITURE and FIT-
TINGS.

For further Particulars, apply to
Messrs SHARP, TOLLER, and
JOHNSON,
Solicitors, Supreme Court House,
Hongkong, March 5, 1879.

To-day's Advertisements.

FOR MANILA VIA AMOY.
The Steamship

"**EMUY**,"
BLANCO, Master, will leave as
above on TUESDAY Next, the
14th Instant, at 2 p.m.

For Freight or Passage, apply to
REMEDIOS & Co.,
Agents.

Hongkong, October 13, 1879. oc14

FOR AMOY.
The Steamship

"**DIAMANTE**,"
Capt. TREBAUD, will be de-
spatched for the above Port
TO-MORROW, the 14th Inst., at 4 p.m.

For Freight or Passage, apply to
RUSSELL & Co.,
Agents.

Hongkong, October 13, 1879. oc14

FOR MANILA.
The Steamship

"**EMERALDA**,"
Capt. TALBOT, will be de-
spatched for the above Port
on WEDNESDAY, the 15th Instant, at
3 p.m.

For Freight or Passage, apply to
RUSSELL & Co.,
Agents.

Hongkong, October 13, 1879. oc16

FOR NAGASAKI (DIRECT).
The Steamship

"**CYPHERNES**,"
Geo. LAMBE, Commander,
will be despatched for the above Port
above Port on THURSDAY, the 16th
Inst., at Daylight.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, October 13, 1879. oc16

To-day's Advertisements.

THEATRE ROYAL,
CITY HALL.

**JOHN JACK'S CELEBRATED
COMPANY.**

Manager.....Mr JOHN JACK.
Business Manager.....Mr GEO. NORVILLE.

The Beautiful and Wonderfully Versatile
Actress and Vocalist

MISS ANNIE FIRMIN,
the Popular Comedian

Mr JOHN JACK,
and the Talented

JOHN JACK'S DRAMATIC COMPANY
HAVE ARRIVED.

THIRD PERFORMANCE,
THIS EVENING,

13th October, 1879,
"**EAST LYNN**,"

MISS ANNIE FIRMIN
appearing in her World Renowned Dual

Impersonation of
LADY ISABEL
and
MADAME VINE.

FOURTH PERFORMANCE,
TO-MORROW EVENING,

14th October, 1879,
BUCKSTONE'S POPULAR COMIC DRAMA
"**THE CHILD OF THE**

REGIMENT,"
comprising the most favourite music from
"**LA FILLE DU REGIMENT**."

FIFTH PERFORMANCE,
WEDNESDAY,

15th October, 1879,
The Great Moral and Sensational Play,
founded on WILKES COLLINS' Novel,
"**THE NEW MAGDALEN**."

SIXTH AND LAST PERFORMANCE,
THURSDAY,

16th October, 1879,
When will be produced:
"**FAMILY JARS**,"

AND
"**A PHENOMENON IN A
SMOCK FROCK**."

For Full Particulars, see Bills of the Day.

PRICES OF ADMISSION:
Dress Circle.....\$3.
Stalls.....\$2.
Pit.....\$1.

Seats in the Dress Circle and Stalls may
be secured at Messrs KELLY and WALSH'S,
where a Plan of the Theatre can be seen.

Performances commence at Nine o'clock
punctually.

Hongkong, October 13, 1879.



**STEAM FOR
SINGAPORE, PENANG, POINT DE
GALLE, ADEN, SUEZ, MALTA,
BRINDISI, ANCONA, VENICE, MEDI-
TERRANEAN PORTS, SOUTH-
AMPTON, AND LONDON;
VIA BOMBAY.**

ALSO,
**BOMBAY, MADRAS, CALCUTTA, AND
AUSTRALIA.**

**THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steamship
ANCONA, Capt. E. G. STAD, will leave
this on SATURDAY, the 25th October,
at Noon.**

Tea and General Cargo for London will
be conveyed via Bombay without tranship-
ment, arriving one week later than by the
direct route. Silk and Valuables will be
transferred to the Calcutta steamer at
Galle.

For further Particulars, apply to
A. MOLLER, Superintendent.

Hongkong, October 13, 1879. oc25

FOR YOKOHAMA AND HIOGO.
The Steamship

"**GLENEAGLES**,"
Captain McBAIN, shortly ex-
pected from Singapore, will be
despatched for the above Ports on or
about the 20th Instant.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Hongkong, October 13, 1879.

NOTICE.
The Departure of the S. S. "**ALAX**,"
for LONDON, is unavoidably POST-
PONED till Daylight TO-MORROW, the
14th Instant.

BUTTERFIELD & SWIRE,
Agents, O. S. S. Co.

Hongkong, October 13, 1879. oc14

NOTICE.
ALL CLAIMS against the Russian Str.
GRAND DUC CONSTANTIN,
Captain REZKOFF, must be sent in to the
Undersigned before 10 a.m. TO-MORROW,
or they will not be Recognized.

REMSSEN & Co.,
Agents.

Hongkong, October 13, 1879. oc14

CASTLE LINE OF STEAMERS.

FROM LONDON AND SINGAPORE.

THE S. S. Braemar Castle, THOMSON,
Commander, having arrived from the
above Ports, Consignees of Cargo are hereby
informed that the Goods are being landed,
at their risk into the Godowns of the
Undersigned at Wanchai, whence delivery
may be obtained.

Consignees wishing to receive their Goods
on the Wharf are at liberty to do so.
Optional Cargo will be forwarded on, un-
less notice to the contrary be given before
Noon TO-DAY.

No Claims will be admitted after the
Goods have left the Godowns, and all Goods
remaining after the 20th Instant will be
subject to rent.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
ADAMSON, BELL & Co.,
Agents.

Hongkong, October 13, 1879. oc20

To-day's Advertisements.

SHIRE LINE OF STEAMERS.
FROM LONDON AND SINGAPORE.

THE S. S. Radnorshire, DAVIES, Com-
mander, having arrived from the
above Ports, Consignees of Cargo are hereby
informed that the Goods are being landed,
at their risk into the Godowns of the
Undersigned at Wanchai, whence delivery
may be obtained.

Consignees wishing to receive their Goods
on the Wharf are at liberty to do so.
Optional Cargo will be forwarded on, un-
less notice to the contrary be given before
Noon TO-DAY.

No Claims will be admitted after the
Goods have left the Godowns, and all Goods
remaining after the 20th Instant will be
subject to rent.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
ADAMSON, BELL & Co.,
Agents.

Hongkong, October 13, 1879. oc20

NOTICE TO CONSIGNEES.

**S. S. "NIGATA MARU" FROM
KOBE AND YOKOHAMA.**

CONSIGNEES of Cargo by the above
Vessel are hereby requested to send in
their Bills of Lading for countersignature,
and take immediate delivery of their Goods
from alongside.

Cargo impeding the discharge or re-
maining on board after Tuesday, the 14th
Instant, will be landed and stored at Con-
signees' expense and risk.

MITSU BISHI MAIL S. S. Co.,
6, Queen's Road Central.

Hongkong, October 13, 1879.

SHIPPING.

ARRIVALS.

Oct. 11, *Penodo*, British steamer, 652,
John Cain, Saigon Oct. 5, Rice.—
MELCHERS & Co.

Oct. 12, *San Lorenzo*, Spanish schooner,
260, L. Vidarte, Manila Sept. 26, Wood
and Rattan.—REMEDIOS & Co.

Oct. 12, *Floral Star*, British three-masted
schooner, 244, Davidson, Touron Sept. 29,
General.—ADAMSON, BELL & Co.

Oct. 12, *Norwegian*, Siamese ship, 711, O.
T. Peterson, Bangkok Sept. 26, Rice and
Flank.—YUEN FAT HONG.

Oct. 12, 10 a.m., *Nigata Maru*, Japanese
steamer, 1098, Wilson Walker, Yokohama
Oct. 4, and Kobe 7, General.—MITSU BISHI
M. S. S. Co.

Oct. 12, 10 p.m., *Yangtze*, Brit. steamer,
782, Schulze, Shanghai Oct. 9, 4.30 a.m.,
General.—STEWART & Co.

Oct. 12, *Chinkiang*, British steamer, from
Canton.

Oct. 12, *Radnorshire*, British steamer,
1201, D. Davies, London Aug. 23, via ports
of call, and Singapore Oct. 4, General.—
ADAMSON, BELL & Co.

Oct. 12, *Charlton*, British steamer, 786,
Johnson, Bangkok Oct. 2, Rice.—YACK
MA.

Oct. 12, *Diamante*, British steamer, 514,
E. Thebaud, Manila Oct. 10, General.—
RUSSELL & Co.

Oct. 12, *Emuy*, Spanish steamer, 222,
Blanco, Manila Oct. 9, General.—REME-
DIOS & Co.

Oct. 12, *Foxhound*, British gunboat, 456,
Wm. H. G. Nowell, Singapore Oct. 1.

Oct. 13, *Emeralda*, British steamer, 395,
R. Talbot, Manila Oct. 10, General.—
RUSSELL & Co.

Oct. 13, *Danube*, British steamer, 561,
Clanchy, Bangkok Oct. 4, Rice.—YUEN
FAT HONG.

Oct. 13, *Ernest*, French barque, 390,
Herve, Touron Sept. 24, General.—
LANDSTRAIN & Co.

Oct. 13, *Fuyuen*, Chinese steamer, 920,
Croad, Shanghai Oct. 10, General.—O. M.
S. N. Co.

DEPARTURES.

Oct. 12, *Viceroy*, for London, &c.
13, *Bermine*, for Saigon,
13, *Yangtze*, for Canton.

CLARED.
Homewood, for San Francisco.
Yotting, for Swatow.

Chinkiang, for Shanghai.
Ajao, for London, &c.
Paig, for Manila.

PASSENGERS.
ARRIVED.

England are as follows:—Mrs J. H. Stone, Miss Kittle Wilson, Miss Anna Wilson, Miss Ella Wilson, Mrs D. B. Sickle, Mrs Mirey and child, and Mr J. M. Campbell in cabin; and 470 Chinese in steerage.

NORTH CHINA INSURANCE CO.

The Directors have now to place before the Shareholders the Third Half-yearly Statement of the Company's Accounts, showing its financial position on 30th June last. It will be observed that, to meet the requirements of the present Deed of Settlement, the Working Accounts of each year are now shown separately.

1878.—Payments connected with the underwriting of this period have been made amounting to Tael 151,278.48 net, of which it will be remembered that Tael 135,207.14 were already known at date of last Report, and the balance of undivided profits stands at Tael 132,484.02. This includes the sum of Tael 50,000 set aside in April last for future division among contributing Shareholders, which the Directors propose should be distributed by the declaration of a Second Contributory dividend of Five per cent.

1879.—The Net Premium earned during the six months January to June, deducting Returns and Re-insurances as usual, amount to Tael 495,479.68, the balance carried forward from the Half-yearly Working Account being Tael 320,254.55. Further Claims for the same period, but which had not come into the Company's Books at date of the Balance Sheet, amount to about Tael 62,000.00.

Agencies.—Messrs. T. R. McEwan & Co. now represent the Company at Kurrachee in place of Messrs. Finlay & Co., and Agencies have been established at Akyab, Bassein, Chittagong, and Moulemein under the care of Messrs. Bullock Bros. & Co.

Directors.—Messrs. C. Lyall Grant, David Brand, and H. Sutherland having resigned their Seats at the Board, Messrs. F. H. Bell, Alex. Sim, and H. R. Hearn have been elected to fill the vacancies, and their appointment is submitted for the confirmation of the Shareholders.

By order of the Court of Directors,
J. KENNEDY DAVIS,
Acting Secretary.

REUTERS' TELEGRAMS.

(Straits Times.)

CENTRAL ASIA.

London, Sept. 30.—The Russians claim to have routed the Turkomans with a loss of several thousands. The Russian loss is given at 435 killed and wounded.

AFGHANISTAN.

Simla, Sept. 30.—Dahka has been re-occupied without opposition.

London, Oct. 3.—An interview has taken place between Signor Cairoli, the Prime Minister of Italy, and the Baron d'Haymerbe, Ambassador to Italy for Austria-Hungary, at which assurances of friendship were exchanged.

The Greek Commission is at a standstill.

ARRIVAL OF THE "OCEANIC" AT YOKOHAMA.

The O. & C. S. *Oceanic* is about to leave this port for Liverpool to undergo certain necessary additions and repairs after the hard work she has done on the line between San Francisco and Hongkong. This fine vessel, finding no competitors in speed, has taken to beating her own passages, though probably Captain Metcalfe, animated by the wish to deprive Captain Parrish of his laurels, was determined to outdo all that had been done before. On December 26th, 1876, the *Oceanic* arrived in San Francisco from Hongkong and Yokohama in the unparalleled short passage of 14 days, 15 hours and 20 minutes from the last-named port. Very nearly three years have elapsed since this remarkable performance, and during that time the steamer has been in constant work; long voyages left very much upon hull, machinery and boilers of most vessels, but seem to affect the *Oceanic* so little that the determination to send the ship home for "repairs" must be a joke. Leaving Yokohama at 5 a.m. on the 18th August, the *Oceanic* was lucky in the matter of weather, having nothing but moderate southerly winds and smooth sea all through the passage. Off Point Reyes she was detained two hours in a dense fog, but Fort Point was passed at 5.15 p.m. on the 26th August, concluding the passage in 14 days, 5 hours and 45 minutes, or 9 hours 35 minutes less than the passage in December, 1876. We should mention that the total steaming time from Hongkong via Amoy and Yokohama to San Francisco on the last occasion, was 474 hours.

The return of this favourite steamer will be welcome, for her reputation among the travelling public is deservedly great for speed and sea-going qualities, and the courtesy and affability of Captain Metcalfe and all his officers are well known and appreciated.

The *Oceanic* is to proceed to Liverpool via the Suez Canal, a circumstance which offers an excellent opportunity for a run to Europe. The passage money to Liverpool is fixed at the very moderate figure of \$800.—*Japan Gazette*, Oct. 4.

China.

SHANGHAI.

(News.)

The British barque *Oscar Vidal*, Captain Robinson, belonging to Messrs. Nils Möller and Co., has made the passage from Nagasaki in forty-eight hours. She left that port on the 1st inst., and arrived at Woosung at noon on the 3rd, having had fresh northerly winds throughout the passage.

The M.M. steamer *Tigre* was taken down to Woosung yesterday (6th), in order to avoid all possible chance of detention by the Woosung Bar on Saturday next, the day for departure of the mail for Europe. It is certainly becoming a pretty state of affairs, when a mail not to be stopped for want of water on a river bar, has to be sent nearly fourteen miles from her port of landing! When will somebody move earnestly and perseveringly in this matter? It is impossible for the Press to say more than it has said in regard to it; what is wanted now is a long, strong and steady pull together on the part of the Ministers of the different nationalities at Peking, and an unmistakable showing to Prince Kung and Company that the bar is by no means the "Heaven-sent barrier" they have managed to make it appear for so many years past. Never before this season has the Woosung Bar so furiously shown its blockading powers—and now, therefore, is the time to agitate, and that unceasingly.

Mr C. J. Ashley, sailmaker and chief engineer of the Fire Department, is now engaged moving his two-storied, four-roomed, wooden frame-house from the corner of

Miller and Boone Roads, Hongkew, to a site on the road leading to the rifle butts. Not a particle of furniture has been removed from the rooms, and though the house has been raised from the position it has occupied, we believe, since 1863, and removed half-way to its destination, the plastering has not cracked, the pictures have remained on the walls; and while in transit the family have used the house continually. Launch ways are used as the means of progression, and not the American system of rollers, and we believe that this is the first time anything of the kind has been attempted at Shanghai, and the mere novelty of the thing alone deserves that it should be successful.

(Courier.)

A Volunteer at the ranges this morning made some excellent shooting. His score showed 94 points out of a possible 105. He made eight consecutive bullseyes, his best shooting being at the longest range.

We record with deep feelings of regret the decease, on the 5th inst., of the Right Reverend William Armstrong Russell, D.D., Bishop in North China. Dr. Russell was born in 1821, graduated at Trinity College, Dublin, and sailed for China in 1847. In 1872 he was consecrated Bishop in Westminster Abbey. The late Bishop was a wise and judicious pastor of the Church of Christ, and secured the warm affection and sincere respect of all those who had any relations with him. He was an indefatigable missionary, and a diligent translator. The greater part of the New Testament and portions of the Old, as well as the Book of Common Prayer, were rendered by him into colloquial Chinese of the Chikiang province. Bishop Russell has everywhere and always secured the regard of the foreign residents in China, and by the natives he was revered and beloved.

Quite a number of visitors are partaking (Sept. 24) of the hospitality of the British Legation, at Peking, including General Donovan and Mrs. Donovan; and Admiral Cote and suite are expected.

SUPREME COURT.

IN ADMIRALTY.

(Before the Chief Justice Sir John Smale, and Capt. Thomsett, R.N., and Capt. McMurdo, Marine Surveyor, Nautical Assessors.)

DAMAGES FOR A JUNK RUN DOWN.

SIN KING LOY—Promoveat.

RABER—Impugnait.

Hon. J. Russell, Acting Queen's Advocate, instructed by Mr E. Sharp, appeared for the Promoveat; Mr Hayllar, Q.C., instructed by Messrs Brereton and Wotton, for the Impugnait.

In reply to His Lordship, who asked whether the Counsel could not agree to some specific issue.

Mr Russell said the question was simply one of lights. The impugnait said the junk had no light; he was prepared to prove that they had a light on the foremast.

His Lordship: But as the junk was run down you have no post facto proof.

Mr Russell: Precisely.

His Lordship: Do you say the *Gustav* had no lights?

Mr Russell: No. We cannot say that, but we say we never saw them until we got on board the *Gustav*.

Mr Hayllar: There is a great discrepancy, too, as to the course the junk was taking. We say the junk's course was exactly the other way, or as nearly as possible the other way, to that laid down by the other side.

Mr Russell: The course of the junk was about N.E. by E. sailing freely. In the 13th paragraph of our Preliminary Act we state that the *Gustav* struck the junk on the stern on the port side, right on the corner; the other side say that the foremast of the junk first struck the *Gustav's* jibboom gyves on the starboard side.

All the witnesses were then removed from Court, the parties to the suit being in an adjoining room so that their counsel could confer with them, in view of the impossibility of a non-nautical man appreciating the points of detail as they might arise.

His Lordship said that as Mr Hayllar had not given his assent to these points which had been mentioned bringing the whole matter before the Court, they would have to go into the whole case. This would have been prevented had there been pleadings.

The Preliminary Acts had been before the assessors since the Court sat, and they had read and compared them. The respective Counsel had exchanged their preliminary acts after the original papers were opened by the Court.

Mr Russell remarked that as they had only this minute seen the papers of the other side and the Counsel on the other side had only seen his case, it was almost impossible for them to agree at once on the issues that should be submitted to the Court.

His Lordship: Then we will go through the whole case.

Mr Russell then stated his case. This case, as the Court would have seen from the Preliminary Acts in its hands, was brought by the master and owner of the fishing junk *Loy Hop*, of 890 piculs capacity, against the German barque *Gustav*, which, on the night of the 21st September, a quarter of an hour before midnight, ran into her, sank her and destroyed her. It would be proved by the evidence he would lay before the Court, that this junk was fishing in company with another junk, between the Lamma and Lin Ting.

Mr Hayllar: We put the position a little to the S.E. of Lamma; between that and Puto.

Mr Russell, continuing, said that while these two boats were fishing, the man who was steering all of a sudden heard a noise as of a rushing of water right behind the junk; and on looking out he saw a large ship right upon them; the bows of the ship coming quite on to the stern of the junk. All the people on board the junk were called up. There were 7 adults, 4 men and 3 women, and 6 children, 3 girls and 3 boys; in all 12 souls. The grown-up people were on deck; the children below. It had been a wet night and it was fiercely cold. The master was making a meal of fish conge to give to the men, who had been very hard worked, before they turned in. They immediately on this alarm being made, made a great noise and shouted to those on board the ship. The junk at this time had a lamp burning; she was a two-masted junk and the lamp was on the mainmast; a round clear lamp burning brightly. Both the junks had lamps, as it was necessary for them to keep clear of each other while they were fishing together. The other junk was at this time a little on the

starboard bow of the *Loy Hop*. Immediately the noise was made the women went down and brought up the children on deck; almost immediately after that the ship they had seen, which turned out to be the *Gustav*, struck the junk on the stern on the port side, right on the corner. The barque then rushed along the port side of the junk and got her bowsprit entangled in the sails and allowed of all the people on board being saved. They state that the men and women scrambled up the chains and got on board the *Gustav*, bringing the children safely with them. They also state that when they first got on board they saw no European whatever; the only person they saw was a Chinaman, who turned out to be the cook of the *Gustav*. He helped some of them to get up there. After all those belonging to the junk were on board, then two Europeans came along. The wrecked people told the captain that they wanted a boat to be lowered so that they might save some of their effects from the junk, but nothing was done to let them secure anything. Afterwards the junk was seen to be on fire; it was supposed that the sails had fallen down and had been set fire to by the fire the master had been cooking the conge with. Although he was able to prove in this case that the junk had a light, as a question of law he would put it that it was not necessary that the junk should have a light. It was the duty of the *Gustav* coming on to their stern to keep clear of the junk. The 17th rule of the Road at Sea was that "any vessel overtaking another vessel shall keep out of the way of the said last-mentioned vessel." This rule applied to all vessels, steamers and sailing ships alike.

His Lordship: I see that will be altered by the new rules, which come in force on the 1st September next year.

Mr Russell next quoted from Boyd's Merchant Shipping Laws, to the effect that there is no precise rule laid down as to what should be done where one vessel overtakes another. The locality and the whole circumstances of the collision had to be considered. That was in Boyd's notes on the Shipping Laws. There was a case in which two steamers were coming down the Hudson River, their courses differing some eight points (in this case it was said the courses of the junk and the barque differed by some five points); they were held to come within this rule by the American Court, and the hindmost held to blame. It was laid down there that the onus of proving that she was not to blame lay on the hindmost vessel. It might be asked why did the people on the junk not see the steamer's light before she was upon them. They were engaged in watching for the other junk with which they were fishing; and she was on the starboard side; the steerman and also the man on the look-out had their attention devoted to her.

Mr Russell then called the following evidence:—

Sin King Loy: I am master of a fishing junk, the *Loy Hop*, and sole owner. She was a two-masted boat of 890 piculs. On the 11th September I sailed from Macao. We got to Cheung Chow and remained some days, because there was wind blowing. I recollect the 21st of September. There were twelve persons on board including myself. We left Cheung Chow on the 16th September. For several days between the 16th and 21st we were fishing. There were other junks fishing, but they were a long way off. We were fishing in pairs; there was another junk with us. We stopped fishing at 9 o'clock on the night of the 21st September. We sailed eastward, making for Hongkong; we got as far as Lin Ting on the end of the Lamma. Our course was to northward of east. I do not understand the foreign compass. Shewn a diagram of a foreign compass, witness places his junk's head at N. E. by E. I was making for Victoria. There were hills between the lighthouse and junk. I first saw the lighthouse about dusk. Sometimes I saw the light, and sometimes it was shrouded by the hills. I was coming in by Green Island side, the west. Shortly before midnight the steerman called my attention to something. I was preparing congee for the men. He said, "There is a large ship sailing up." I then ran to the stern of the junk and found it was so. I was sitting making the congee about the main-mast. She was only about 5 cheongs off (about 60 feet). The steerman was standing at the helm, on the port side. There were seven or eight women and sailors on deck. The children were asleep down below. I called out to the ship to alter her course. She soon came up upon us, striking us on the stern port side (manner of collision explained by accompanying model). I called out "save life" as soon as we were struck. We were struck on the port quarter of the stern by the *Gustav's* bows. The ship passed along the junk's side and the bowsprit got entangled in the rigging. The port side of the stern was broken. The women called the children up. Our bows went under. There was a Chinaman in the starboard bows of the ship. I called all hands to come up, and they did so. We all got on to the barque. Afterwards the sails fell down over the fire and the masts broke. The foremast fell over and the lantern on it was gone. The bows sunk, and the water came up to the mast. I said to the Chinaman on the barque "Ask the Captain to lend me a boat to go and get our trunks." He went to the Captain. When he returned he told me they would not send a boat. This was just when we went on board. Next morning they brought us to Hongkong. About the time it would take to eat two or three meals of rice (about two hours), I saw the large fire. The only lights on the junk were the large fire cooking the congee, and three lanterns, one on each side, and one on the foremast. The latter was burning brightly. The wind was northerly a little to the west. This was outside Ha-may, at the end of the Lamma. It would take about four hours with a fair wind to come from the place of collision to Victoria by Green Island. We were not sailing very fast. Our sails were only half up. When I got on board the barque I only saw one Chinaman at first. After we were all on board I saw two foreigners coming towards me. Every one on the junk called out "save life" when the collision occurred.

Cross-examined by Mr Hayllar: We were sailing eastward outside Lin Ting. We did not tack that night. We raised our sails and sailed a straight course. Cape D'Agular Light can be seen all the way from Lin Ting, but at the time of the collision a part of the Lamma Island shaded the light. I was cutting up the fish. We were not asleep; we had not worked very hard that day. While sitting down cooking I could not see over the bulwarks; my face

was towards the bows of the vessel. It was not very dark; we could see the stars; there were occasional showers. We were not guiding the ship by Cape D'Agular Light. The sails had not been turned. There are two ways, a broad and a narrow channel; I wished to come in by the broad channel. We were out in the open and could come in any direction. We had not turned. I put up the lantern as soon as it was dark. I put it up with my own hands. I bought the lantern in Macao. The sails were only half up. They were mat sails. The lantern was hoisted up to the top of the mast, on the port side. The stern of my junk was not very high. The scaffolding at the stern was very high. I do not know whether the steerman was sitting or standing. He could see over the stern either sitting or standing. There is a high stool on which they sit when steering. I called out to the barque to change the course; we also attempted to change, but could not do it in time; we tried to get out of the way, but the vessel did not answer her helm. There was not time, the barque was too near. Fishing boats do not calculate their rate of sailing by the hour. The junk was first struck astern. The barque struck us on the stern, and then ran along the port side, turning the junk a little over. The mast broke over, but I did not see the foremast nor the light. This was before we crawled up on the barque. The mast fell over on the starboard side. I lost sight of the foremast and the light in the collision. I am sure that the fire I saw was my junk burning. We did not receive any assistance by ropes from the people in the barque. I declare there were no ropes thrown to us; the Chinaman gave us his hand to help us up, that was all the help we got. The Captain asked us to go back to our junk. I said she could not hold anybody. The other fishing junk was close at hand; we were not asked to go on board on her. When I went on board the vessel I could not see the junk.

Re-examined:—I have seen the burnt masts picked up at Yow-mah-nee, and I know them to be mine. There was no foreign or seen on the barque when we went on board, only the Chinaman. There were no junks near us except the one that had been fishing with us. There were no others in view. I have seen our companion since and she had no appearance of fire.

To Capt. Thomsett:—I did not see the other junk follow us, but I know she did as she arrived next day. We had completed our fishing at 9 o'clock, and were making for Victoria. We sailed slowly. When the bowsprit of the *Gustav* got frowning the rigging it kept the junk from sinking. It was out away, but I do not know by whom. The Chinaman helped me up, and then he and I assisted the others. The collision took place between one and two hundred cheung from the land. The lamp was lit at dusk, and we trimmed again only a short time before the collision.

Court adjourned at 1 o'clock till 2.30 foriffin and to allow the assessors to attend to such office duties as were pressing.

On resuming, Kwok Ayo, who was steering the junk at the time the collision took place, was the first witness examined. He generally corroborated the first witness with regard to the way in which the barque ran into the junk and as to there being no Europeans seen on deck when they got on board the *Gustav*, and as to the junk's crew except the hand of the Chinese cook. He added that none of the twelve people who were rescued had anything to eat from midnight till noon next day; they asked for rice at daylight and were told there was none; at noon they got a few biscuits, and there was some tea also there. The children were treated in the same way. They had nothing to eat for twelve hours after they got on board. He also corroborated the master of the junk as to the light being burning brightly, and generally as to the whole circumstances of the collision.

Cross-examined, he explained that the junk was making for shelter as quickly as she could as they expected a typhoon that night. He denied as strongly as the first witness that any European helped those who were in the junk to get on board. There were no ropes thrown over to help them. Only the one Chinaman gave them a helping hand. He went down on the anchor hanging from the cat-head, starboard side, and held out his hand to help two of them up, sin in their turn helping up the others.

Sin Ayo was the last witness examined. He also was one of the crew of the junk, and in a general way corroborated the evidence of the master.

At 4.20 the Court adjourned to Wednesday at 10 a.m., when Mr Hayllar will state the case for the impugnait and call evidence. He has only four witnesses, and as, as in to-day's proceedings, the first witness will probably break the back of the day's hearing, it is expected that the case will be finished on that day. There are some 14 or 15 cases before the Summary Jurisdiction Court, so that his Lordship could not fix any hour to-morrow at which he would, of a certainty, be ready to go on with this case.

NEWS IN ADVANCE OF THE MAIL.

We are enabled to give, through the courtesy of a subscriber, from the *Japan Gazette* of the 3rd inst., brought on by the *Niigata Maru*, the following late telegrams brought from America to Yokohama by the *Oceanic*:—

TELEGRAMS.

London, Sept. 8.—A despatch from Calcutta says: From imperfect information obtainable, there seems to be good reason to favor the view that the disaffection has not spread all over Afghanistan, but that the affair is a local element, which will speedily disappear when the British troops arrive at Cabul. The Government, apparently, does not doubt the fidelity of the Ameer. Badsah Khan's adhesion to the British cause is valuable as removing what might have been a serious obstacle to the advance from Kuram to Cabul. The fact that the insurgents did not wait until the winter snows had blocked the passes, or even until the British had evacuated Candahar, indicates that the rising was wholly unpremeditated. The Kuram column, which will be first to move on Cabul, is in excellent condition, not having suffered from cholera. It consists of the second battalion of the Eighth Regiment, Sixty-seventh Regiment, the Seventy-second and Ninety-second Bihanders, two mountain and two field batteries, one battery of horse artillery, and three cavalry and one regiment of pioneers. The movement by

the Khyber Pass is intended to support the main advance by way of the Peshawar Pass.

The Viceroy of India telegraphs as follows: Advice from Ali Kheyl, dated Saturday last, says that Badsah Khan saw the corpses of Major Cavagnari and members of his staff and escort. The party made a very stubborn defence. The loss of the rioters killed in the fight is estimated at over one hundred.

London, September 10.—Major J. Connolly, British political agent, telegraphs officially, from Ali Kheyl that intelligence has been received that the Ameer is terribly perplexed at the r-proach to his name; that he is in privacy with a few faithful Sardars, and that he is sure to come personally and apologize to the Government.

Gholam Hassain, a native Envoy of the Indian Government, was expected to arrive at Cabul on the 7th inst., and the Ameer intended making excuses to him. An official telegram as to the loss by the mob was mutilated, and it may read 210 or 2410. The latter figure is impossible.

It is asserted that no doubt exists in the India Office that the outbreak has assumed larger proportions than was at first supposed.

A despatch from Labera says that General Massey is pushing on for Cabul, regardless of the difficulties of procuring transportation. General Roberts is also believed to be making a dash for Cabul.

Simla, September 12.—Yakob Khan has written to the Governor of Candahar, informing him of the massacre at Cabul and ordering him to follow the advice of the British authorities.

The Government has sanctioned the construction of a railway in the Bolan Pass.

London, Sept. 12.—The Times points out that the Government of India is systematically concealing news concerning military instructions. Rumours, which are plentiful, must be accepted with reserve. All that is certain is that the plan of operations successfully followed last Autumn will be repeated now. Three columns will follow the same routes, starting, however, from a scientific frontier, instead of from the cantonment which in 1878 marked the boundary.

The Khyber and Candahar columns will probably be mainly confined to making demonstrations and holding marauding tribes in awe. The troops of the centre column are at this moment being pushed up from Kohat to Kuram, so that in a few days we may expect to hear that the whole force has entered in the valley to the east of P. Iwar, has been transferred to the western slope.

When once the position of Shurtargardan Pass has been occupied in force and rendered impregnable, a forward movement will be made to Kush, about fourteen miles distant. Provisions of all sorts are to be obtained by converting into an extensive depot. Gen. Roberts' subsequent operations must, in a great measure, depend upon the temper of the Hill tribes and the news he may receive from Cabul. If the Hill men cooperate with him, or even remain neutral, a rapid advance with a small force is feasible. If, on the contrary, the current rumours are true, and the Ghilzais and others have joined the revolt, Gen. Roberts will be compelled to hold the chain of communication in great force before venturing to advance. The Ghilzais are the most powerful tribe in Afghanistan. Their territory extends 600 miles in length by 30 miles in breadth, and their fighting strength is 50,000 well-armed men.

London, Sept. 12.—The Viceroy of India telegraphs a sketch of the military arrangements, under date of September 11th. General Roberts will have 6,500 men, consisting of two brigades of infantry and one brigade of cavalry. This force takes possession of the country from Shurtargardan Pass to Cabul. From Shurtargardan Pass to Thull the country will be held by 4,000 men, under General Gordon. The Khyber line from Peshawar to Ghundamak will be protected by 6,600 men, in addition to the Peshawar garrison. This force will provide a movable column to hold Jaggalalak and communicate with Cabul. The Reserves at Peshawar and Rawul Pina will number 5,000 men. The above force will represent a division capable of meeting all opposition. It will have its headquarters at Cabul, and an army line to the base at Peshawar. It will have a second line by way of Shurtargardan till that Pass is closed, after which General Roberts must look for maintenance to Cabul and Peshawar. The Khyber column is in active organization. Troops are now advancing to occupy Daska. Guides are pushing on to Bazaral. A correspondent at Allahabad says the orders are to occupy Cabul with or without the Ameer's consent.

London, Sept. 12.—A correspondent at Chaman says that an important rumor is in circulation to the effect that intimidation of the pending danger to the Embassy at Cabul reached Candahar from Herat and was telegraphed to the Indian Government, but too late to avert the calamity. All reports point to the Ameer's brother as the prime mover in the outbreak.

London, Sept. 12.—An association of planters are asking King Alfonso for permission to import yearly from 25,000 to 30,000 Chinamen, whom they consider best adapted to endure the climate and fatigue of Cuban field labor, and to bring from Spain and the Canary Islands 10,000 workmen, continuing importation in this manner until the numbers shall have reached 400,000 men. These will be paid their passage and be supported for ten days after arrival, during which time it is considered that they will find work. The association calculates that the expense of bringing 400,000 men here yearly will amount to \$3,000,000, which it is proposed, shall be raised by general taxation, as the immigration would benefit the whole country. The recent treaty between Spain and China prohibits the immigration of Chinamen by contract.

Havana, Sept. 12.—An insurrectionary movement at Santiago de Cuba was begun by about 100 men, mostly colored, raising a revolt in the streets. After killing some policemen, they took to the woods and mountains.

London, September 12.—All the Directors of the West of England and South Wales District Bank except Payne have been committed for trial for publishing false balance sheets.

Vienna, Sept. 12.—Advices from Alexandria represent that the King of Abyssinia claims the whole of the strip of coast ceded to Egypt in 1877, and also several towns and the territory on which they are situated. If his demands are rejected, war is apprehended. Gordon Pasha has been empowered to offer the King the ports of Ath, Durors and Tchillou, on the Red Sea, provided he renounces all other claims and concludes a lasting treaty of peace with Egypt. If the King refuses, General Gordon is to assume the offensive.

London, Sept. 11.—A despatch from St. Petersburg says the newspaper war against Germany has subsided.

The Hague, Sept. 11.—The news from Acheen is of a favourable character. The Dutch expeditionary columns have been disbanded. Several of the native chiefs have submitted to the demands of the Dutch.

London, Sept. 11.—Notices of 5 per cent. reduction in the wages of operatives have been posted by nearly all of the Wigan cotton spinners. The reduction affects seven thousand operatives.

London, Sept. 11.—A number tenant farmers, selected as delegates from England and Ireland, sailed on the steamer *Peruvian*, which left Liverpool to-day for Quebec and Montreal. The delegation goes to America under the auspices of the Canadian Government, to investigate and report to their constituents the advantages which the Dominion presents as a field for settlement.

Lahore, Sept. 11.—Shikhar merchants trading with Central Asia, report that the revolt in Cabul is due to Russian intrigues. Russian agents have been most active at Herat. They have for some months urged the Ameer's brother to declare against him, promising the support of Russian regiments. They were charged by the Ameer's brother with being the cause of the revolt against the Ameer and the English.

Bombay, Sept. 11.—Serious riots are proceeding in Cabul, and many traders and citizens have been killed. Messages have reached Candahar from Cabul, urging a general rising against the British on the 15th inst. Similar messages have been despatched to other Afghan cities. The frontier tribes are still quiet.

London, Sept. 11.—The rumour of the death of the Ameer of Afghanistan is discredited in official quarters.

Constantinople, Sept. 10.—The Porte has received complaints against Midhat Pasha. It is stated that Minister Layard's visit to Asia is in connection with this matter.

London, Sept. 10.—Cotton operatives at Ashton and neighbourhood held the largest meeting to-day ever known in that district, and unanimously decided to strike to-morrow. Operatives will not have to resort to the funds of the Trades Union for a fortnight.

St. Petersburg, Sept. 10.—A telegram from the Governor of Smolensk, of the 9th, announces a great fire in the town of Nirzuz, 100 miles from Smolensk. Two hundred houses and the prison were burning. Assistance has been sent from Smolensk.

London, Sept. 10.—At Middlesboro, an iron manufacturing locality, an order was received from the United States for 60,000 tons of pig-iron.

London, Sept. 10.—Lord Napier is reported ill at Kissingen, Germany.

London, Sept. 10.—The colliers in West Bromwich decide to ask an increase of wages in South Staffordshire and Worcestershire, and also to form a branch of the National Emigration Association. The cotton operatives of Padiham, Lancashire, also propose to form a branch of the National Emigration Association.

Horricks, Miller & Co., the largest cotton manufacturers in the north of England, have given notice of a five per cent. reduction in wages.

Berlin, Sept. 10.—It is asserted that Austria, as the price of Turkey's non-resistance to the occupation of Novi-Bazar, guarantees the Sultan his European possessions.

London, Sept. 10.—A Vienna correspondent positively announces that Persia will cooperate with Russia in the Merv expedition, and will contribute 1000 infantry and 300 cavalry.

Madrid, Sept. 10.—The firm controlling the mail steamship line from Cadix and Barcelona has been advised that transports will be required in Autumn to carry 18,000 men to Cuba.

London, September 12.—The earthenware manufacturers at Hanley will renew contracts with the workmen only at ten per cent. reduction of wages. The masters oppose arbitration, which the men desire. Sixty thousand workers are affected.

Notices of Firms.

NOTICE.

THE INTEREST AND RESPONSIBILITY OF
Mr JOHN FAIRBAIRN in our Firm
here and in Yokohama, CEASED on the 31st
March, 1879.

LANE, CRAWFORD & Co.
Hongkong, October 6, 1879. no6

NOTICE.

THE Undersigned has established him-
self at the Premises formerly occupied
by LAMBERT, ATKINSON & Co., Peddar's
Wharf, as

AUCTIONEER, APPRAISER
AND
COMMISSION AGENT.

All GOODS entrusted for SALE will be
fully covered by FIRE INSURANCE.

G. R. LAMBERT.
Hongkong, July 1, 1879.

NOTICE.

THE INTEREST AND RESPONSIBILITY OF
Mr C. BRAUN in our Firm, CEASED
on the 23rd September a.o.

Mr C. STIEBEL is authorized to SIGN
our Firm.

REISS & Co.,
Hongkong, Shanghai, Yokohama.
Hongkong, October 3, 1879. ja3

NOTICE.

FROM THE 1ST OF OCTOBER,
DR EASTLAKE will receive his
PATIENTS at his new DENTAL ROOMS,
No. 50, QUEEN'S ROAD CENTRAL, over the
MEDICAL HALL.

Hongkong, September 23, 1878.

Intimations.

CONSULAT DE FRANCE.

LE Gouvernement de la Cochinchine
mettra en adjudication le 3 Novembre
prochain un SERVICE MENSUEL et
DIRECT PAR BATEAU à VAPEUR
entre Saigon, le Tonquin, et Poulo-Condor.
Le cahier des charges peut être consulté
à la Chancellerie du Consulat de France.

Hongkong, le 9 Octobre, 1879.
Le Chancelier p.i.,
J. LE GLAY.

FRENCH CONSULATE.

THE Government of Cochinchina invite
TENDERS for a DIRECT MONTHLY
SERVICE by STEAMER between
Saigon, Tonquin, and Poulo-Condor.
Tenders to be opened on the 3rd November
next.

Full Particulars may be seen at the
French Consulate.
J. LE GLAY,
Acting Chancelier.
Hongkong, October 9, 1879. oc26

NOTICE.

MONS. E. BERNARD, from SHANGHAI,
from which Port he has numerous
Certificates, begs to announce to the Public
of Hongkong that he is prepared to attend
EVENING PARTIES, ENTERTAINMENTS, &c.,
with a FULL BAND of EIGHT INSTRUMENT-
ALISTS.

Half the Band may also be Hired as a
String Band.
Terms, which are moderate, will be given
on application.

E. BERNARD,
No. 4, Peel Street.
Hongkong, October 7, 1879. oc14

COSMOPOLITAN DOCKS.

W. B. SPRATT & Co. have lately
added an Extensive MACHINE
SHOP and other APPLIANCES to the former
Advantages of these Docks.

THE DIMENSIONS of the DOCK are:—450
Feet, on the Blocks; 92 Feet Wide; Or-
dinary Tides, 21 Ft.; Spring Tides, 24 Ft.
Office, 20, PRATY CENTRAL, HONGKONG.

Hongkong, October 4, 1879. 4c80

NOTICE.

A RESIDENCE Wanted by the 31st
Instant. THE CAINE ROAD or that
NEIGHBOURHOOD preferred.

Apply to
THE BORNEO COMPANY, LTD.
Hongkong, October 1, 1879.

CHINA FIRE INSURANCE COM-
PANY, LIMITED.

ADJUSTMENT OF BONDS FOR THE YEAR
1878, AND TO THE 30TH JUNE, 1879.

SHAREHOLDERS in the above Com-
pany are requested to furnish the
Undersigned with a List of their CONTRI-
BUTIONS from the 1st January, 1878, to
the 30th June, 1879, in Order that the
Portion of the NET PROFITS to be Re-
served for CONTRIBUTORS may be ar-
ranged. Returns not rendered prior to the
31st OCTOBER NEXT will be adjusted by the
Company, and no Claims or Alterations
will be subsequently admitted.

JAS. B. COUGHTRIE,
Secretary.

Hongkong, August 2, 1879. no1

SAILORS' HOME.

ANY Cast-off CLOTHING, BOOKS, or
PAPERS will be thankfully received
at the Sailor's Home, West Point.

Hongkong, July 25, 1878.

FREDERIC ALGAR,
COLONIAL NEWSPAPER & COMMIS-
SION AGENT.

11, Clement's Lane, Lombard Street,
LONDON.

THE Colonial Press supplied with News-
papers, Books, Type, Ink, Presses,
Furniture, Correspondence, Letters, and any
European Goods on London Terms.

NOTICE TO SHIPPERS.

Colonial Newspapers received at the office
are regularly filed for the inspection of
Advertisers and the Public.

Intimations.

HONGKONG FIRE INSURANCE COM-
PANY, LIMITED.

ADJUSTMENT OF BONDS FOR THE YEAR
1878, AND THE FIRST 6 MONTHS
OF 1879.

SHAREHOLDERS in the above Com-
pany are requested to furnish the
Undersigned with a List of their CONTRI-
BUTIONS for the Year ending December 31st
1878, and for the SIX MONTHS from Janu-
ary 1st to June 30th 1879; in Order that the
Distribution of the Portion of PRO-
FITS Reserved for CONTRIBUTORS may be ar-
ranged. Returns not rendered prior to the
31st OCTOBER NEXT will be adjusted by the
Company and no Claims or Alterations
will be subsequently admitted.

JARDINE, MATHESON & Co.,
General Managers.
Hongkong, July 24, 1879. oc31

DENTAL NOTICE.

DR. ROGERS will visit SHANGHAI
during the Summer Months, leaving
HONGKONG on the 1st of April next, and
returning about 1st November.
Hongkong, February 10, 1879.

NOTICE.

OFFICE OF THE SHANGHAI STEAM
NAVIGATION COMPANY,
IN LIQUIDATION.

TENTH RETURN of CAPITAL
at the Rate of TWO TAELS per
SHARE, will be made to Shareholders of
Record on 13th October, Payable at the
Office of the Liquidators, on MON-
DAY, 20th October.

Warrants will then be delivered by the
Undersigned to Shareholders, or their
lawful representatives, on presentation of
Share Certificates for Endorsement.

The Transfer BOOKS of the Company
will be CLOSED from the 13th to the 20th
July, inclusive.

By Order,
RUSSELL & Co.,
Liquidators.

Shanghai, October 1, 1879. no6

YANGTSE INSURANCE ASSO-
CIATION.

NOTICE.

IN accordance with the Articles of Agree-
ment, the Directors have declared a
DIVIDEND to POLICYHOLDERS for the
FIFTEEN MONTHS ending 31st December
1878, of THIRTY-THREE PER CENT.
on the NET PREMIA CONTRIBUTED,
payable at our Office on and after the
15th Instant.

POLICYHOLDERS are requested to send in
particulars of their Contributions.

By Order of the Directors,
RUSSELL & Co.,
Agents.

Hongkong, May 5, 1879.

Volume Eighth of the
"CHINA REVIEW."

Now Ready.

No. 1.—Vol. VIII.
—OF THE—

"CHINA REVIEW"

CONTAINS—

Translations from the Lü-li, or General
Code of Laws.
New Cantonese Words.
Translations of Chinese School-books.
The Ballads of the Shi-king.
Nestorians at Canton.
Korean Pronunciation of Chinese.
The Critical Disquisitions of Wang Ch'ung.
Brief Sketches from the Life of K'ung-
ming.

Short Notices of New Books and Literary
Intelligence.

Notes and Queries:—
Worship of the Emperor's Tablet.
Snake Bites.

A Terra-cotta Vase with supposed Chi-
nese Inscription discovered by Dr.
Schlegemann, at Hissarlik (with illus-
trations).

Opium Consumption in China.
Official Usurers.

Heraldic and other Designations.
Coins of the Ming.

A Porcelain "Coin" (with woodcut).

Books Wanted, Exchanges, &c.

Hongkong, September 26, 1879.

NEWS FOR HOME.

The Overland China Mail.

(The oldest Overland Paper in China.)

PUBLISHED AT THE "CHINA MAIL" OFFICE
IN TIME FOR THE ENGLISH MAIL.

Containing from 72 to 84 columns of closely
printed matter.

THIS Mail Summary is compiled from
the Daily China Mail, is published
twice a month on the morning of the
English Mail's departure, and is a re-
cord of each fortnight's current history
of events in China and Japan, con-
tributed in original reports and collated
from the journals published at the various
ports in those Countries.

It contains Shipping news from Shanghai,
Hongkong, Canton, &c.; and a complete
Commercial Summary.

Subscription, 50 cents per Copy (postage
paid 50 cents.) \$12 per annum (postage
paid \$13.50.)

Orders should be sent to Geo. MURRAY
BAX, China Mail Office, 2, Wyndham-
Street, not later than the evening before the
departure of the English Mail Steamer.

Terms of Advertising, same as in Daily
China Mail.

WASHERMAN'S BOOKS, for the use
of Ladies and Gentlemen, are now
ready at this Office.—Price, \$1 ea.

CHINA MAIL OFFICE.

Intimations.

HONGKONG WHARF & GODOWNS.

GOODS RECEIVED on STORAGE at
Moderate Rates, in FIRST-CLASS
GODOWNS, under European supervision;
and VESSELS Discharged alongside the
Wharf, on favorable Terms, with quick
despatch. Also entire GODOWNS to be let.
MEYER & Co.

Hongkong, October 1, 1879. no1

NOTICE.

THE Undersigned have been appointed
AGENTS to the NEW YORK BOARD
OF UNDERWRITERS.

ARNHOLD, KARBURG & Co.

RECORD OF AMERICAN AND FOREIGN
SHIPPING.

Agents,
ARNHOLD, KARBURG & Co.
Hongkong, Sept. 3, 1879. 3se80

NOTICE.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
POINT DE GALLE,

ADEN, SUEZ, ISMAILIA, PORT
SAID, NAPLES, AND
MARSEILLES;

ALSO,
PONDICHERY, MADRAS, CALOUTTA
AND ALL INDIAN PORTS.

ON SATURDAY, the 18th October,
1879, at Noon, the Company's S. S.
TIGRE, Commandant CHAMPENOIS, with
MAILS, PASSENGERS, SPECIE, and
CARGO, will leave this Port for the above
places.

Cargo and Specie will be registered for
London as well as for Marseilles, and ac-
cepted in transit through Marseilles for the
principal places of Europe.

Shipping Orders will be granted until
Noon.

Cargo will be received on board until
4 p.m., Specie and Parcels until 3 p.m. on
the 17th October, 1879. (Parcels are not
to be sent on board; they must be left
at the Agency's Office.)

Contents and value of Packages are re-
quired.

For further particulars, apply at the
Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, October 1, 1879. oc18

MITSU BISHI MAIL STEAMSHIP
COMPANY.

STEAM TO YOKOHAMA VIA KOBE.

THE S. S. NIIGATA MARU, Captain
WALKER, due here on or about the
13th Instant, will be despatched as above
on SATURDAY, the 18th October, at
Noon.

Cargo received on board until 6 p.m. of
17th, and Parcels at the Office up to 10
a.m. of day of sailing.

No Bill of Lading signed under \$2
Freight.

All Claims must be settled on board
before delivery is taken, otherwise they
will not be recognized.

RATES OF PASSAGE.

To KOBE.....Cabin \$60. Steerage \$15.

" YOKOHAMA & Nagasaki.....Do. \$75. Do. \$20.

A REDUCTION is made on RETURN CABIN
PASSAGES.

CARGO and PASSENGERS for Nagasaki
will be transhipped to the Shanghai Mail
Steamer at Kobe.

For further Particulars, apply at the
Company's OFFICES, No. 6, QUEEN'S ROAD
CENTRAL.

Hongkong, October 7, 1879. oc18

Occidental & Oriental Steam-
Ship Company.

TAKING THROUGH CARGO AND
PASSENGERS FOR THE UNITED
STATES AND EUROPE,

IN CONNECTION WITH THE
CENTRAL

and
UNION PACIFIC AND CONNECTING
RAILROAD COMPANIES

AND
ATLANTIC STEAMERS.

THE S. S. GAELIC will be despatch-
ed for San Francisco via Yokohama,
on WEDNESDAY, October 22nd, 1879, at
3 p.m., taking Cargo and Passengers to
Japan, the United States, Mexico, Central
and South America, and Europe.

Connection is made at Yokohama, with
Steamers from Shanghai.

Freight will be received on Board until
4 p.m. of the 21st October. PARCEL
PACKAGES will be received at the Office
until 5 p.m. same day; all Parcel Packages
should be marked to address in full; value
of same is required.

A REDUCTION is made on RETURN PAS-
SAGE TICKETS.

Consular Invoices to accompany Over-
land, Mexican, Central and South American
Cargo, should be sent to the Company's
Offices addressed to the Collector of Cus-
toms, San Francisco.

For further information as to Freight
or Passage, apply to the Agency of the
Company, No. 37, Queen's Road Central.

H. M. BLANCHARD,
Acting Agent.

Hongkong, September 27, 1879. oc22

WASHING BOOKS.

(In English and Chinese.)
WASHERMAN'S BOOKS, for the use
of Ladies and Gentlemen, are now
ready at this Office.—Price, \$1 ea.

CHINA MAIL OFFICE.

For Sale.

THEOPHILE ROEDERER & Co.'s
CHAMPAGNE.

awarded the
GOLD MEDAL AT THE PARIS EXHIBITION.

DRY VERZENAY MOUSSEUX:
Quarts.....\$17 per Case of 1 doz.
Pints.....\$18 " " of 2 doz.

MEYER & Co., Agents.
Hongkong, August 21, 1879. 21fe80

FOR SALE.

JULES MUMM & Co.'s CHAMPAGNE,
in Quarts and Pints.

GIBB, LIVINGSTON & Co.
Hongkong, May 26, 1879.

NOW READY.

A CHINESE DICTIONARY IN THE
CANTONESE DIALECT. Parts I.
and II., A to M, with Introduction. Royal
8vo., pp. 404.—By ERNEST JOHN EYER,
Ph.D. Tübingen.

Price: FIVE DOLLARS, or TWO DOLLARS
AND A HALF per Part.

To be had from Messrs LANE, CRAWFORD
& Co., Hongkong and Shanghai; and Messrs
KELLY & WALSH, Shanghai.

Hongkong, March 1, 1878.

Notices to Consignees.

FROM LONDON, SINGAPORE AND
PENANG.

THE Steamship Lord of the Isles hav-
ing arrived from the above Ports,
Consignees of Cargo are hereby informed
that their Goods are being landed at their
risk into the Godowns of the Undersigned,
whence and/or from the Wharf or Boats
delivery may be obtained.

Cargo remaining undelivered after the
14th Instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, October 7, 1879. oc14

FROM HAMBURG, PENANG AND
SINGAPORE.

THE S. S. Hakon Adelsten, Capt. BRECH,
having arrived from the above Ports,
Consignees of Cargo are hereby informed
that their Goods are being landed and
stored at their risk into the Godowns of the
Undersigned, whence and/or from the
Wharves or Boats delivery may be obtained.

Optional Cargo will be forwarded unless
notice to the contrary be given before 11
a.m. To-morrow, the 9th Instant.

Cargo remaining undelivered after the
14th Instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
SIEMSEN & Co.,
Agents.

Hongkong, October 8, 1879. oc15

NOTICE TO CONSIGNEES.

BRITISH BARQUE HARRINGTON,
FROM ANTWERP.

CONSIGNEES of Cargo by the above
Vessel are hereby requested to send in
their Bills of Lading to the Undersigned
for countersignature, and to take immediate
delivery of their Goods.

Cargo impeding the discharge of the
Vessel will be landed and stored at Con-
signees' risk and expense.

ARNHOLD, KARBURG & Co.,
Agents.

Hongkong, October 7, 1879. 1f

Insurances.

SWISS LLOYD
TRANSPORT INSURANCE COMPANY
OF WINTERTEUR.

INSURANCES granted on MARINE
RISKS to all parts of the World.

MEYER & Co., Agents.

Hongkong, June 3, 1879. 3jn80

SCOTTISH IMPERIAL INSURANCE
COMPANY.

FIRE AND LIFE.

INSURANCES against FIRE granted at
Current Rates. Considerable Reduc-
tion in Premium for LIFE Insurance in
China.

MEYER & Co., Agents.

Hongkong, June 2, 1879. 2jn80

YANGTSE INSURANCE
ASSOCIATION.

CAPITAL (Fully Paid-up).....Tls. 420,000
PERMANENT RESERVE.....Tls. 230,000
SPECIAL RESERVE FUND.....Tls. 206,370

TOTAL CAPITAL and AC-
CUMULATION, 25th
April, 1879.....Tls. 856,370

Directors.

F. B. FORBES, Esq., Chairman.
M. W. BOYD, Esq. WM. MEYERINK, Esq.
C. LUGAS, Esq. S. D. WEBB, Esq.

HEAD OFFICE—SHANGHAI.

Messrs RUSSELL & Co., Secretaries.

LONDON BRANCH.

Messrs BARING BROTHERS & Co.,
Bankers.

FULLARTON HENDERSON, Esq.,
Agent,
8, St. Michael's Alley, Cornhill, E.C.

POLICIES granted on Marine Risks to all
parts of the World.

Subject to a charge of 12 1/2 % for Interest
on Shareholders' Capital; all the PROFITS
of the UNDERWRITING BUSINESS will be
equally distributed among all Contributors
of Business in proportion to the Premium
paid by them.

RUSSELL & Co.,
Agents.

Hongkong, October 1, 1879. 1oc80

INSURANCES.

CHINESE INSURANCE COMPANY,
(LIMITED.)

NOTICE.

POLICIES granted at current rates on
Marine Risks to all parts of the World.